

ATLANTIC GUARDIAN



The Magazine



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IN THIS ISSUE:

OCTOBER, 1950

Vol. VII, No. 10

SUMMER SCHOOL IN ST. JOHN'S

GOVERNMENT AID GOES NORTH

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Atlantic Guardian is published by Guardian Associates Ltd., 1541 Mackay Street, Montreal 25, Que. Authorized as Second Class Mail, Post Office Dept., Ottawa. Subscription rates \$2.00 a year anywhere in the world. Single copies 20c. Printed by The Tribune Press Ltd., Sackville, N. B., Canada.

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Atlantic Guardian's Platform

- To make Newfoundland better known at home and abroad;
- To promote trade and travel in the Island;
- To encourage development of the Island's natural resources;
- To foster good relations between Newfoundland and her neighbors.

Atlantic Guardian

THE MAGAZINE OF NEWFOUNDLAND

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Cover Picture: With the arrival of autumn sportsmen all over Newfoundland get ready to hunt the Ptarmigan, the ducks and the bigger game—moose, caribou and bear. In this striking shot two weary but happy hunters plod their way back to their cabin after a good day's sport.—Photo by Lee Wulff.



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● As a man who once established something of a record by having eight flats between Placentia and Father Duffy's Well we are very interested in good roads and pleased to note that, according to a recent press release by the Canadian Good Roads Association, Newfoundland is now represented in that worthy Association by Hon. E. S. Spencer, Minister of Public Works and R. M. French, Roads Engineer.

With the trans-island highway now on the way to becoming an accomplished fact the importance of building not merely "a" road but a "good road" cannot be overemphasized. This applies not only to main highways but to side roads tapping and supplying smaller communities.

We had a book to review some time back by an English M.P. named John Parker.

It was called "Newfoundland", and it told all about that little-known island and included many helpful hints as to how its cultural and economic status could be improved.

We found Mr. Parker an opinionated character with - - despite the fact that he is a socialist and should therefore be presumed to be less inclined to snobbery than Colonel Blimp - - an irritating attitude of seeming to be looking down his nose at the poor colonials.

However he does point out one or two things which, while by no means new, may have added force

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because they are pointed out by an "outsider" rather than by any one of a dozen devoted "natives" who have been laboring them for years.

In a chapter on the tourist possibilities of Newfoundland he says:

"It should be one of the urgent jobs . . . to press for completion of the transinsular road as soon as possible.

"In building the road . . . there is need continually to have in mind its future use by tourists. Not only should it be well laid out to take tourist traffic but rigid rules need to be laid down and enforced to control development along its borders.

"No houses should be allowed to be constructed along this road without permission. It will be tragic if a line of shacks is allowed to grow up, hoping to serve tourists but in fact spoiling the scenery. Plans for gas stations and places of refreshment ought to be approved (by a government tourist agency) before being allowed to be carried out. Would-be squatters should be made to settle in villages and to build decent houses. Ugly wayside advertisements . . . are already very prominent in a number of Newfoundland outposts. If the tourist is to be encouraged to come so far north he must find better scenery than an advertisement-bound main road in the American middle-west.

"Newfoundland scenery has a natural charm but it has not the startling grandeur of the Rockies . . . much of its charm is already man-made — and man can make it much more beautiful than it already is — or spoil it.

"Newfoundland suffers very much from an absence of large trees anywhere near human settlements — a fact which surprises and impresses unfavorably a tourist in a land renowned for its forests. This is due to the cutting down of all trees of any size for either lumber or fuel. In this lack of trees the Newfoundland outpost closely resembles the English vil-



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St. John's Newfoundland

lage of 1750 for the same reasons. Large timber near human settlements only came into existence in Britain as a result of definite planting of trees and the enclosure and preservation of woodlands.

"The Government should encourage individuals and Town Councils to plant fruit trees where they will grow, flowering shrubs like lilac and decorative trees such as poplars, birches and dogwood (mountain ash). Along the trans-insular road, particularly in cuttings and embankments, groups of trees should be planted. Use should certainly be made of the small local maple whose leaves go bright scarlet in early September and of the dogwood. Such trees would of course require to be fenced when first planted. If this were done as the trans-insular road were built they would become established before the arrival of any very large numbers of tourists."

● We have not yet gotten away from the famous "mur, tur, tern" discussion begun some time ago.

This month we hear again from Rev. Ernest Rowlands, writing now from Corner Brook, who says that he was happy to be able to distinguish between the birds and tells us about an exhibition of bird paintings by "Roger Tory Peterson, the American ornithologist and bird-artist" in St. John's during the past summer.

Mr. Rowlands describes Mr. Peterson, who showed 32 water-colors of Newfoundland birds as "one of the greatest, and some people think THE greatest bird portraitist in the world today."

He says that Mr. Peterson spent two summers painting birds in Newfoundland and that the paintings and "many black and white sketches" are to be published in book form by an American firm under the title, *Birds of Newfoundland*.

It will be used as a nature study book in the schools of Newfoundland, which we think is a very good idea.

And Miss Ethel Graham, secretary of the Grenfell Labrador Medical Mission sends us the picture repro-

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Established in 1780

duced herewith of the Arctic Tern which figured in the discussion.

The same picture, executed by artist Gail Lynton Still of New York, forms the front-piece of the Christmas Card being issued by the Grenfell Mission this year.



Miss Graham says that the turbulence which she has often prepared for the table is no relation of "the eager, little swift-flying tern . . . which darts swiftly over your head, making sudden dives into the water and with its forked tail and slender, dainty body in grey and white is a delight to the eye."

Dr. Harrison Lewis, chief of the wildlife division of the Department of Resources and Development of Canada in a short note on the card says the Arctic tern "is one of the most remarkable birds in the world."

"It is," he says, "the long distance champion of bird migration. After nesting in the Arctic in June and July in continuous daylight it goes to the Antarctic where it finds similar conditions in December and January. Thus it sees more hours of daylight each year than any other creature on earth."

Brian Cahill

OCTOBER, 1950



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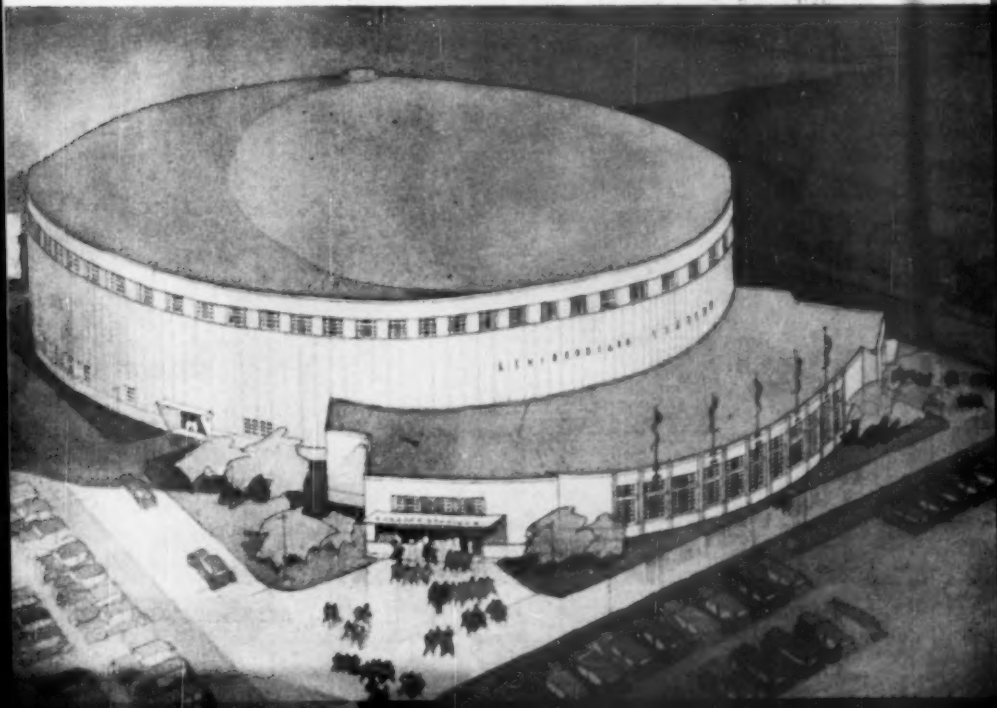
LET'S BUILD A STADIUM!

by DOUG PINSENT, President, St. John's Lions Club

EIGHT years after fire had razed the Arena, the St. John's Lions Club incorporated a Company having as its objective the erection of a new Stadium for the Capital City. The idea, submitted by Mr. P. E. Outerbridge, himself a Lion, was endorsed by the Club and each member pledged himself to back the project to its conclusion.

Once born the idea presented many problems, the immediate solution to which was necessary if the project were to materialize: A suitable site had to be chosen and once selected, tests were imperative to ensure its fitness to bear the weight of the Stadium. Plans and specifications of the building were then prepared together with a Prospectus inviting the public to invest in shares in the Company. (Shares are valued at \$1 each).

After eight months of attention to these and other details the first campaign for the sale of shares was inaugurated. From the outset the public gave most unstintingly to the Lions' efforts. Many employees signed pledges to invest in shares by monthly instalments. Others in St. John's, including visiting members of the Merchant Navy, and people in Harbor Grace, Argentia, Bonavista and other places bought shares outright. Worthy of special mention too was the contribution



of the Grand Falls Athletic Club which turned over the sum of one thousand dollars constituting the total profits from a special hockey game between a Grand Falls team and St. Bon's.

Spurred on by this support the St. John's Lions held Street Dances, Horse Races, a Christmas Raffle, a twenty-four hour period of almost non-stop entertainment on St. Patrick's Day, plus a Regatta, to swell the funds for the Stadium.

Two campaign highlights to date were the interest-free loan of \$100,000.00 advanced by the Provincial Government and the laying of the Stadium Corner Stone by Barbara Ann Scott.

One-third of the total objective of \$400,000.00 has now been realized. Is it too much to anticipate that the total amount will be acquired when it is measured in terms of health and recreation for our future citizens and in terms of the welfare and development of the Province itself? You alone can answer this question.

• SCENE NEAR STEVENVILLE

Scenes such as this are common in Newfoundland today, but unfortunately we have all too many areas which once looked like this and are now barren waste land due to the carelessness of our people. If we are to continue to have productive forests we must protect them. Fire is the forests greatest enemy, about ninety percent of the fires in Newfoundland being caused by careless people. If our forests are to continue to produce to maintain Newfoundland's second largest industry we must protect them against Forest Fires.

SAVE OUR FORESTS, PREVENT FOREST FIRES



**NEWFOUNDLAND
FOREST
PROTECTION
ASSOCIATION**



SUMMER SCHOOL

Newfoundland Teachers Learn New Methods At The University

THE Memorial University College first made its appearance on the Newfoundland educational stage in 1925. Before very long, a feature of its new impact on education in Newfoundland was the Annual Summer School aimed principally at giving teachers an opportunity to increase their knowledge during part of the long summer vacation.

As time went on and the College's staff and facilities grew, it became possible to extend more and more the scope of the Summer School's work, till in 1946 a great step forward was taken. Summer School courses in Education based on the program of the Teacher Training Department of the College were inaugurated.

Under this program teachers attending the Summer School might now take courses in Education as well as courses in other college subjects on a credit basis. The

response this departure brought forth showed how welcome it was to the teaching profession. 1946 saw the largest Summer School assembled since its inception. 533 students were in attendance of whom 429 were either teachers or prospective teachers. Several of the district school supervisors were seconded to the College to act as members of the summer school staff.

This move may be considered more or less prophetic in the light of this year's operations, when for the first time since the Summer School was inaugurated the Department of Education itself stepped into the Summer Training picture in a guise of its own.

The idea of a preparatory summer course had been developing for some time, and it was actually two years ago that plans were drawn up by a small committee of Supervisors. These

plans were put into effect last July. The purpose of this summer School was to improve the teachers academically in their elementary and high school work, to provide opportunities for social and emotional growth, to give some knowledge of classroom organization, good methods of teaching in the primary grades, and demonstrate acceptable ways to use textbooks supplied by the Department.

The success of this new venture may be seen from the number of participants during this past summer, the first year the new Summer School operated. A director, one office assistant, 14 instructors, and 359 students were in attendance.

The 1950 Memorial University Summer School was held in the University buildings as in the past, while the new Department of Education's Summer School was

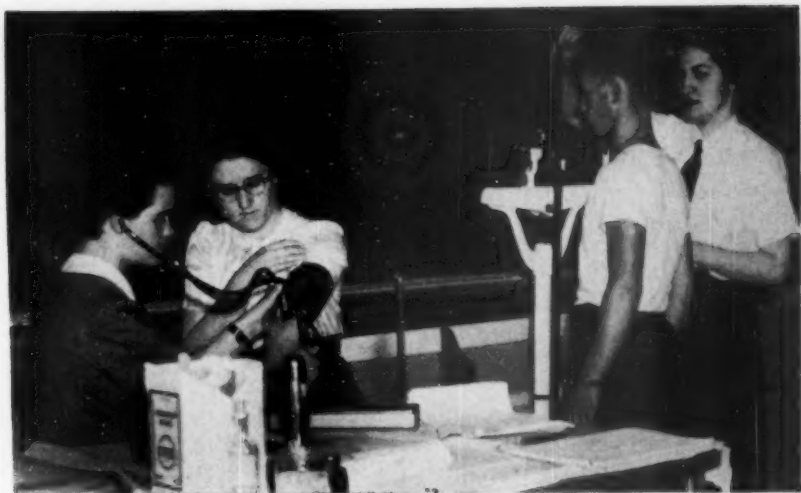
housed in the Prince of Wales College.

In addition to the regular and new courses carried on in both Schools, no opportunities were missed for developing the social and recreational side of student-teacher life. Dances, concerts, picnics and games were highlights of the spare-time hours out of the class-rooms, and prizes donated by friends and supporters of the Summer Schools were awarded at scheduled prize-givings.

Besides the opportunities presented to student-teachers and professional teachers to broaden their knowledge and training, the Summer Schools provide a meeting-place for men and women from all parts of Newfoundland and Labrador, where ideas can be exchanged and mutual interest created in one another's problems.



From all over Newfoundland and Labrador, teachers come to attend Summer School. From left to right: R. Downer, Gander Bay; Marilyn Burt, Carter's Cove; Alice Wareham, of the staff of St. Michael's School, St. John's. They are being interviewed prior to registration by Miss Monnie G. Mansfield (at desk), who has been Registrar and Dean of Women at Memorial University (College) since 1929.



Those attending Summer School must have a clean bill of health on entrance. A complete check-up is given both Prince of Wales College and Memorial University entrants. This includes chest X-ray at the Clinic operated by the Provincial Department of Public Health. Left to right: Miss Brenda Stow, S.R.N. checks blood-pressure Theresa Hyde, Red Head Cove, Conception Bay, and Raymond Gushue of Brigus, C. B. has height and weight measured by Miss Ruth Bishop, R. N.



The Memorial University Summer School was directed by Prof. A. M. Fraser, M.A., head of the History, Economics and Political Science Department of the University. The Prince of Wales Summer School was headed by Mr. H. J. B. Gough, M.A. of the Supervisory Staff of the Department of Education. Prof. Fraser is shown here at a History Four Class Lecture in Room 11 at the 'Varsity.



Assistant Director at the University Summer School was Professor G. A. Hickman, M.A., Head of the Teacher Training Department and Dean of Education. Prof. Hickman is shown at far left as he conducts a class in School Administration and Supervision. Students shown here were all principals of schools.



The University building houses many facilities which are at the disposal of students at the Summer Session. These facilities include a spacious lecture theatre, several science laboratories, two excellent libraries. Pictured is the main Library Reading Room and part of its fine collection of some thousand books. A large reference section adjoins this, and there is a smaller reading room downstairs. Miss Sadie Organ, M.A., is the (standing) University Librarian.



Another University facility, which helps to stress the physical side of student development is the large gymnasium in the extreme north-west portion of the new west wing. Tennis, basketball, badminton and many other games are played there, and before the University acquired the former U.S.O. Building, the gym was the scene of many socials and graduation dances. Women teachers are shown at P. T. exercises under Miss C. J. Galway, Instructress. One lecture and two classes daily in the gym formed part of the Summer School course.



The Summer School has kept abreast of all modern trends in the educational world, especially such innovations as Audio and Visual Education. The showing of educational films of various kinds ranked high on the list of the school's activities. In this picture student-teachers at the University Summer School await a showing in the University Auditorium.



Many people who have no talents for producing art can nevertheless appreciate a good painting or drawing. Hence the emphasis on Art Appreciation which also formed part of the students' course, and which was made feasible by means of the invaluable gift from the Carnegie Corporation of New York. This gift included almost two thousand pictorial reproductions of paintings and other works of sculpture and architecture, in addition to two hundred volumes of the subject.



The importance of giving children a chance at self-expression is responsible for the ever-increasing emphasis on art in education. Hence it is not surprising that the University Summer School had more than 200 teachers enrolled in four art groups. Miss Shirley E. Thompson was instructor (shown here with one group.) Each group attended two classes per week. An exhibition of students' work was also held.



An interesting departure in a similar field formed an integral part of the Preparatory Summer School at Prince of Wales College. The use of a sound mirror or voice recorder was availed of to provide practice in the improvement of speech and oral reading. Students read passages which are recorded on a tape recorder and then played back. Mistakes are noted and corrected. Lloyd Whiteway of Corner Brook, who is now teaching at the Corner Brook Public School, undergoes a test in P.W.C. Auditorium.



The time-table of the P.W.C. Summer School called for 28 periods a week with six free periods, classes being held, morning and afternoon, except Wednesday and Saturday, when only morning classes were held. The student roll was divided into nine groups with forty to a group for a special study period, at least once a day. Group shown here under direction of Walter Moore are writing up notes, doing other assignments.



Of the 28 periods taken up by courses in the Preparatory Year at P.W.C., 11 were devoted to English, (Written language, Oral language, Handwriting and spelling), 9 to Reading (Silent Reading, Oral Reading, Primary Method), 6 to Arithmetic and 2 to School Administration and Classroom Management. Photo shows "A" Group in Classroom Management with instructor H. Guy.



But all work and no play makes Jack and Jill a dull boy and girl. Sports and other athletic and social activities are amply provided for even in the crowded five to six weeks curriculum. Here a few of the ladies show a clean pair of heels to the rest of the crowd on the playing-field of the University. Other teachers and staff applaud from the campus.



And when the field-day is over, or the picnic has come to an end, when the prizes have been presented and the congratulations and applause have faded away, the scene shifts to the University Annex, the former USO Building. Here the strains of the orchestra arise and music etches sharply the outline of memories that will outlive many a Summer School, and recall in the future the pleasant thoughts of happy associations.

THE SCOT IN LABRADOR

STATIONED in Northwest River these days, engaged in occupational therapy work with the Grenfell Mission, is a girl from the Isle of Mull, Scotland, and her life in Labrador is, to say the very least, interesting.

First of all, she casually mentioned in a letter home that she was going up the coast in a hospital ship—neglecting to mention that it was the "Maraval" of the Grenfell Mission. Her dear old aunt back in Scotland promptly jumped to the conclusion that her beloved niece was on a troop ship—and worried herself into a tizzy.

Scarcely had she arrived in Labrador than she learned that she had lost her British citizenship, since her parents had happened to be in India at the

time of her birth. She was not Scottish at all, as far as the British Government was concerned. She was either an Indian or a Pakistanian, and they were wondering which.

However, she had her innings the first time she went home. She calmly told every one, with perfect truth—"Did you know I learned to pull teeth while I was in Labrador?" Then she would draw from her pocket a nice white molar fully four inches long.

"Oh my!", gasped her friends, "Do they really grow teeth like that in Labrador?"

She neglected to explain that the tooth had belonged not to an Indian but to a whale . . .

—Adelaide Leitch

Man of the Month



H. Darroch Macgillivray, M.B.E. has a hand in everything that's for the common good. On the side he's an Investment Broker.

IT HAS been said that what a man is he owes to his mother. Assuming this to be so in the case of H. Darroch MacGillivray, M.B.E., it is also true that something his father once said to him lies at the root of why he is today a living example of the motto of the Rotary Club (he was President of the St. John's Club in 1938): "Service before Self".

His father, the late Dougald MacGillivray of Halifax, N. S., believed that if a man possessed enough of this world's goods to enable him to live in comparative ease and plenty, rear a family and

A CAREER OF COMMUNITY SERVICE

by MICHAEL HARRINGTON

enjoy the finer things of life then it was his Christian duty to devote whatever time he could spare to the betterment of the lot of his fellow-man. He never lost an opportunity of impressing his family with this tenet of his faith.

It made such an impression on Darroch—as he is best-known throughout his adopted province—that today he has a record of community service almost without equal in Newfoundland. Born in Toronto in 1899, the son of Dougald and Harriett Mary MacGillivray, Darroch was educated at the Halifax County Academy. After school he joined the staff of the Canadian Bank of Commerce, and except for a period in World War One when he was on active service in England, France and Belgium with the R.C.G.A., 1917-19, he was in the banking business till 1928.

That year he joined the Royal Securities Corporation and was sent to St. John's as Manager in 1929. In 1931 he married Doris May Alderdice, daughter of the late Hon. F. C. Alderdice, a former Premier of Newfoundland. In 1933 he became associated with Cornell, MacGillivray Ltd., at the time of their establishment in St.

John's and Halifax as Investment Dealers.

Darroch MacGillivray likes his work and spends all the time necessary at it—and a bit more. When he is not working and not engaged in some form of Community Service, he takes a delight in gardening and fishing. But gardening and fishing do not get much time on his crowded timetable. Because there have been few, if any, community efforts in St. John's during the past two decades in which he has not pulled more than his weight.

For example, when Lady Anderson, wife of a former Governor, started the Jubilee Guilds of Newfoundland and Labrador in the mid-thirties to encourage the development of home crafts, Darroch MacGillivray was one of the first trustees who helped that worthwhile organization get off to an excellent start. As a member of the "Husky Boys" group of the Rotary Club he was one of those instrumental in bringing the famed "Sunshine Camp" into being to provide a vacation in healthful surroundings for underprivileged children. For seven years he was chairman of the Radio Auction which raised funds for the annual summer camp. He is a member of the Council of the Newfoundland Division of the Canadian Red Cross.

In World War Two, when Newfoundland became prominent as the 'elbow of the arm that fought the Battle of the Atlantic', Darroch MacGillivray became Secretary of the St. John's War Services Association, which sponsored that unique combination of hostelry-

sickbay - and - home - away-from-home, the "Caribou Hut". In the first hectic months the "Hut" handled all survivors from enemy action brought into port. Mr. MacGillivray estimates that at least three hours of his day were put in at the "Hut" during the war years. He was also Divisional Commander for the East End of St. John's in the Air Raid Precautions Organization for which services he received the M.B.E.

In 1948 the Community Concert Association was extended to Newfoundland. A lover of instrumental music and choral singing and with an established record of community service, Darroch MacGillivray was the logical choice for President. The St. John's Association has to date brought eighteen groups of world-famous artists to its members. The walls of the St. John's office of Cornell, MacGillivray Ltd., bear autographed photos of all these people with messages of personal regard to President Darroch MacGillivray whose urbane manner and capacity for putting people at their ease contribute in no small way to his time-honored role of host, spark-plug, and *largo al factotum*.

In 1940 an attempt was made to establish a branch of the Air Cadet League of Canada in Newfoundland, and Darroch MacGillivray was prominent on the civilian body which in co-operation with the R.C.A.F. came to an agreement under which the Newfoundland branch was to be admitted to the League with the same privileges as other groups in Canada. The trend of the war prevented the fulfilment of the

plans, and they were shelved till after Confederation, when the Newfoundland Division of the Air Cadet League of Canada was instituted, with Mr. MacGillivray as Provincial Chairman.

He is also a Director of the recently-formed Newfoundland Flying Club, and was one of the two non-governmental behind-the-scenes co-ordinators of the outstanding Newfoundland Day Program on June 24th last. Mr. MacGillivray accompanied Health Minister Chalker on his tour of the Eastern Provinces when the latter personally delivered invitations to official representatives to be present at the Newfoundland Day Celebrations. The star of the Newfoundland Day Show Barbara Ann Scott, was the House Guest, with Ottawa Correspondent Ruth Campbell, of Mr. and Mrs. MacGillivray and their three sons.

Besides running his own business, H. Darroch MacGillivray is a Director of several corporations. He is a member of St. John's and Halifax Lodges of the Masonic Fraternity, and was Master of the St. John's Whiteway Lodge in 1939. He is also a member of the St. John's Society of Art, and a pioneer in the Little Theatre Movement (The St. John's Players) in the 1930's. There is hardly an effort for the common good that has not at one time enjoyed the benefit of his public spirit and enthusiasm. Were he alive today, Dougald MacGillivray could well be proud of his son, Darroch, who lives in accordance with the philosopher's axiom that the 'best gift is a portion of thyself.'

THE LATEST "NOOS" FROM BY-PASS COVE

by EVELYN ANDERSON

You won't find it on the map but By-Pass Cove as pictured here is very real. So are Uncle Ken and Skipper Joe and Jake.

NOBODY knows how By-Pass Cove got its name, but probably because the Labrador men found the channel too narrow to tack in when the weather was gettin' dirty, and passed on to the next harbor which was good and roomy. But it was a fine enough place when you was inside, havin' high hills all around, and a good anchorage too. Anyways, as time went along and it got settled, the men would go up to St. John's in the Fall to sell their fish to the merchants there. The folks in St. John's were surprised to hear of a place called By-Pass Cove, but after awhile some of the merchants were coaxed to send their sc'nners there for fish, and, mind you, they had to be coaxed. But after it got knowed that there was good fish to be had, and a good anchorage as well, there was no trouble 'bout the sc'nners comin' and goin' there, for the merchants were afallin' over each other tryin' to be the first to get the fish. Nowadays the coastal boat calls and brings the mail and supplies, and what a day that is when she comes round the Head.

None Rich or Poor

All the folks at By-Pass Cove was good honest folk; none was rich and none was poor. The houses were built around the Harbor, at the bottom of the hills, and every home had its own sheep,

and cows, hens and ducks, and some of 'em kept pigs. There was lots of land for all to have their own "room" and 'twas a purty enough sight in summer with the fields white with daisies and clover and yellow with buttercups, and in the gardens the cabbages and potatoes and turnips agrowin'. Time was when there wasn't even a shop in the Harbor, and the menfolk would have to bring the grub and supplies from St. John's by sc'nner in the Fall. But that was all done. Now there was a store, and in it you could buy most anything you wanted. And there was the Church, and the Parson—he was a friend to everyone when he come visitin' every couple of months, and shared in their joys and sorrows. Then there was the School, and the Teacher, Miss Sally Biggs.

Now Uncle Ken's Store was the meetin' place for all the menfolk, for there it was that you got all the noos. Uncle Ken had a radio now and every night they gathered around to hear what was goin' on in the world. The chairs around the old Beehive Stove was always filled, and with men sittin' on the counter and on boxes and barrels, smokin' and chewin' 'baccy. After awhile some of them would go home to tell the noos to their women-folk, but always the last ones to leave would be Skipper Joe, Uncle Jim and Jake. No-one ever got the chance to sit in their chairs; no sir, they was waitin' for Uncle Ken to open up his store after tea, and there they would sit, swappin' yarns and smokin' their pipes. Uncle Joe was the veteran of the group; he would be eighty come July, but he still

went afishin'. and no-one could make him stop ashore. Then there was Uncle Jim. He was a quiet man, looked awful sad, but you could see by the twinkle in his eye that he could tell a joke or two. Uncle Jim only lived at By-Pass Cove for the past few years; he left his own home after a tidal wave had struck there, sweepin' his house and wife and year-old baby out to sea, and him there standin' on the shore seein' his house out in the water, with the lamp burnin' upstairs, and knowin' that his wife and baby was there and he could do nothin'. 'Twas real sad, it was.

All the Latest "Noos"

Jake was the other feller who was always in his chair. Jake was the "know-all." He had been to the war, and knew a thing or two about the world. He it was who had all the latest noos on the Atomic Bomb. The old folks didn't take kindly to talkin' of them bombs. Skipper Joe said: "In my day we was all born natcherel, and we died natcherel; nowadays everything is different. but thanks be, I was born natcherel and I hopes I dies natcherel. Seein' as I'll be eighty come July, I don't 'spose I'll be here when they tries to kill us with them "tommy bombs", anyways I hopes not.

When the Elections were a-comin' up, Jake he knew all the things what was happenin'. He was in St. John's lately, and he heard all about it. Why, Jake said he even saw Joey one day when he was walkin' down Water Street.

Then came the noos of the De-valuation of the Pound. They was all sittin' round the stove when it

was spoke on the radio. No one could understand much about what that meant, but Jake said he did. "Now then," says he to Uncle Ken, "now's the time for you to look smart. Tomorrow you starts off and instead of givin' ten cents worth of goods, you only gives eight cents worth, and charges ten cents, see? Else you will be broke, 'cause they just sed all money is now worth twenty percent less." Uncle Ken thought that would take a lot of figgerin' out, but he 'spose he gotta do it.

Sattiday night was a busy one at the Store, as all the girls came to buy things. They used to come in lookin' shy-like, and though they used to look forward to goin' to the Store, when they got there they would say in a small voice what they wanted, and scoot out so fast as they came in.

After a while people would stop comin' and goin' and then the men would lissen to Barn Dance music, and manys the time Skipper Joe danced a few steps. Then Uncle Ken would say "Come, b'ys, 'tis ten o'clock and time to clew up."

On evenin's the talk was often about fishin' and wonderin' what the price would be this comin' year. Skipper Joe would yarn about the old days when times was bad, and he went out cross-handed in the dory from daylight to dark, then came home, and using a lantron for light, he split his fish, to make a savin' voyage and keep his family decent. He said: "This summer'll be seventy years fishin' for me, I allows this'll be me last one, b'ys, and next year I'll be bidin' ashore, but I'll still be able to do me bit, never fear."

Skipper Joe fished all spring, and when his Birthday came in July there was a big scoff in the School. All the village folk was there, and there was Skipper Joe dancin' about with all the young 'uns. Then followed hot soup, and more dancin' and then more soup, and 'twas real late before the crowd and Skipper Joe went home, but he was up at daylight again and out fishin'. He came home early that evenin' lookin' tired, but everyone thought he was tired after last night's party. He didn't even split the fish. He went in the house and had a cup of tea, and said to his wife: "I thinks I'll have a spell on the settle now, I'm not so young as I used to be and I'm feelin' kinda tired." That night Skipper Joe went to bed, and he woke as usual at daylight and said to his wife: "I don't think I'll go today, I'm still feelin' tired, guess I'll just bide home."

Skipper Joe was in bed for three days. "Just feelin' tired", he said. In the evenin' when the crowd came to see him they thought he was lookin' very tired. Skipper Joe said, "b'ys", I sed I would bide ashore next fishery, and it looks as if I'm agoin' to. I've had me day—I was born natcherel and I'm goin' t'die natcherel, before them tommy bombs gets me. I thinks I'm agoin' t'die soon, and its a pity the Parson ain't due yet. Good-by, b'ys, and tell me woman to come in." When she came in his room, Skipper Joe held out his hands and said: "Jennie, you've bin a good woman to me, and I . . ." he smiled, then closed his eyes, and she knew it was the end, and that he had been allowed to die natcherel.



From windjammer ranks to the bridge of a Great Lakes cruise passenger ship is the record of Capt. Eric Bursey of Change Islands.

Capt. Eric Bursey

by CHARLES CLAY

loveliest of the Great Lakes summer-cruise passenger ships. She is the "Coastal Queen" of Port Arthur.

Captain Eric comes by his sea blood in the traditional way. He began his career on his father's famous "Augustus", which sailed from East ports to St. John's. That period of the life of the "Augustus" is now only a memory, but her former skipper and owner, Capt. Robert Bursey, is still a very active citizen of Deer Lake, where he lives in retirement with Mrs. U. Chaulk, his daughter and Eric's sister.

Up the Sea Ladder

Captain Eric has been sailing with great success in Canada's fresh waters for twenty-seven years. It was in 1923 that he packed his sea bag and headed for inland ports. His first berth was with the "Osler", where he was in turn second mate and first mate.

In 1925 he transferred to the Canadian Pacific Steamships line, and for two years sailed with the "Manitoba" from Fort William to Port McNicol. This run carried him from the northwest corner of Lake Superior to the southeast corner of Georgian Bay, which is part of Lake Huron, and on it Captain Eric learned that when they have a mind to the Great

FAR within the body of Canada, upon the wide reaches of one of her inland seas, there is a Newfoundland mariner. Born on Change Islands in Notre Dame Bay with the salt sea in his blood, Captain Eric Otto Bursey carries much famous tradition to his present skilful fresh-water sailing.

Captain Eric is tall, spare, courteous. Steady brown eyes regard the world with a half quizzical, half friendly air, from a browned and weather-beaten face, which is decorated with a trim sandy moustache. His nose is bold and his chin determined. They indicate how he was able to rise from windjammer ranks to the skipper's berth on one of the

Lakes can get quite as boisterous as the Atlantic.

In 1928 Captain Eric began another step up the sea ladder. He transferred to the Tree Line Navigation Company, beginning as second mate on the "Oak Bay" and then in the same berth on the "Teak Bay". Later he was first mate on the "Spruce Bay". In all he was eight years with Tree boats, during which two notable developments occurred. Both are of about equal importance in his life — he won his master's papers and his wife!

In 1929 a true non-slip bowline was tied with Mary Sisson of Port Arthur, from which three potential sailors have sprung. By 1930 Eric Otto Bursey had earned the title of "Captain".

But earning the rank and getting a ship were two different things, when there were more captains than ships. Eric Bursey had not come up the hard way for nothing. He stuck grimly to his chosen career, and took lesser berths though he was fully entitled to wear the traditional scrambled eggs upon his cap.

By 1940 this determination was rewarded, and Eric Bursey became the master of the "Oscar Lehtinen" of Fort William. In this capacity he learned the buoys and lights of the channels leading into almost every Great Lakes port, as for five long and wearing World War II years his boat hauled huge barges of grain from lake-head elevators to vital processing mills. Capt. Eric collected his dhobey in Chicago, Duluth, Detroit, Cleveland, Buffalo, Toronto, and literally scores of other lake

ports.

Passenger Hauling

In 1945 his company expanded into the passenger hauling service. Capt. Eric went to Sorel and picked up a wartime Fairmile, the Q-089. He moved her to Fort William, where extensive alterations were made to her superstructure. The modifications included a smart-lined trunk cabin and third-deck wheelhouse and officers' quarters of aluminum. The result is a rakish modernistic boat with a daytime 100-passenger capacity. It was re-christened "Coastal Queen".

From 1945 to 1949 she carried holidayers from Fort William to Isle Royal, a Michigan national park. In 1950 she was put on a much trickier run, from Midland to Parry Sound. This goes through the world-famous 30,000 Islands of Georgian Bay, and that was why I used the word "skilful" in the first paragraph of this column.

Pushing the "Coastal Queen" among the 30,000 Islands once a day to Parry Sound and then back to Midland requires the combined nerves of a tight-rope walker, a steeple-jack, a jet-flier, and a clothing salesman at a nudist camp.

The course is so crooked the compass may be boxed in an hour; the course is often so narrow that spar buoys rub the port and starboard sides simultaneously; rocks are so close that passengers may bounce peanuts off them! Yet, though I examined the hull of the "Coastal Queen" with an attentive eye, I could not see where any paint had been scraped off!

SIR, WE BE BROTHERS

ONE are the days when ships of honest wood and lusty canvas left the ports of Newfoundland in their scores for the spring seal hunt at the icefields. They sailed from Carbonear, Harbor Grace, Bay Roberts, Brigus, Colliers and other ports as well as St. John's in such numbers that it was hard to avoid duplication of names. How many Fannys, Maryanns, Sallys and other female guiding stars sent their names to the ice on the bows of the good ships of their husbands and sweethearts it is impossible to say.

But there were too men of leather bosoms, bachelors no doubt, who scorned to name a ship after a woman, and so there sailed the Fearnought, the Francis and the Brigand. Sometimes it happened that a vessel was part owned by so many men that it was impossible to get the names of all the fair ones concerned on the one ship, so she sailed under a name which remembered everybody and named nobody. For instance in 1844 there sailed from the firm of John Rorke of Carbonear in command of Captain Oats a stout ship of 92 tons with a crew of 31 men. Her name was the "Thirteen Brothers and Sisters". Not only did this include everybody but it shows that there was at least one giant with a quiver full of arrows in Conception Bay.

In one field of ship nomenclature there was some amazing duplication as witnessed by the fol-

lowing list of ships leaving for the ice in the spring of 1844:

UNITED BROTHERS—80 tons, 35 men, Furness, master. From W. H. Thomas and Company.

UNITED BROTHERS—75 tons, 26 men. Bryan, master. From Hunters and Company.

BROTHERS—119 tons, 33 men. Noel, master. From Ridley Harrison and Company of Harbor Grace. She brought in 2240 seals that spring.

BROTHERS—51 tons, 23 men. Curtis, master. From Ridley Harrison and Company.

BROTHERS—134 tons, 32 men. J. Parsons, master. Owned by Wm. Parsons of Harbor Grace.

BROTHERS—64 tons, 23 men. Cuddihy, master. From Walter Dillon, St. John's.

THREE BROTHERS—81 tons, 20 men. Pat Burke, master. Sailed from Colliers.

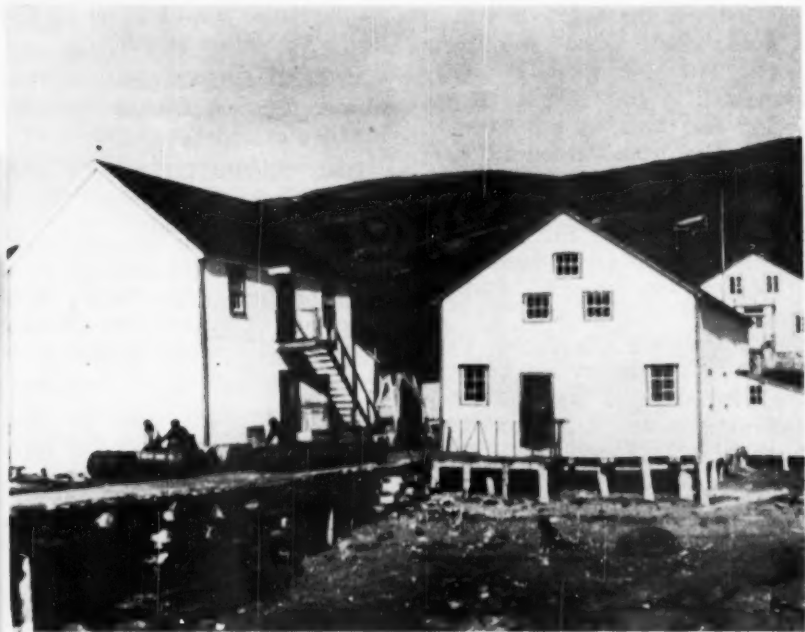
THREE BROTHERS—143 tons, 40 men. Mackay, master. From James Tobin and Company, St. John's.

FOUR BROTHERS—98 tons, 30 men. R. Munden, master. Sailed from Brigus.

FIVE BROTHERS—100 tons, 35 men. J. Antle, master. From Punton and Munn of Harbor Grace. Brought in 503 seals.

SISTERS—98 tons, 35 men. Isaac Clarke, master. From Carbonear.

GOVERNMENT AID GOES NORTH



Trim, neat and whitewashed, the Northern Labrador Trading Operations buildings, such as these at Nain, spell progress for the Labrador Eskimos. The store (right) sells supplies as close to cost as possible, while the fish storage building (left) holds the salted catch until it can be taken to market.

by ADELAIDE LEITCH

THE GOVERNMENT of Newfoundland—and now of Canada — is teaching its forgotten people, the thousand Eskimos of the Labrador, how to build a better way of life and set a better cod trap.

Although the men from St. John's may never be able to convince the sloe-eyed people of the north that the kitchen floor is no place to gut a seal, they have increased the Eskimos' earning power tremendously and made them equal—and frequently su-

perior—to any white fisherman on the coast.

The Department of Natural Resources in Newfoundland set up its ambitious scheme of Eskimo rehabilitation in 1942, when it took over six Hudson's Bay Company posts at Makovik, Hopedale, Davis Inlet, Nain, Nutak and Hebron. Then began the slow, careful comeback for the Labrador Eskimos, remnants of the first inhabitants of the north.

The government-owned Northern Labrador Trading Operations moved into the vacated H.B.C.

posts and began issuing new nets, new boats and fishing equipment, food and supplies at cost—in return for some kind of payment in the coin of the coast. Frequently it was token payment such as a pair of sealskin boots, a gleaming salmon, or an hour or two of manual labour about the N.L.T.O. property. For a new boat, an Eskimo would give the Government one quintal of fish each year for six years.

Instruction was begun on up-to-date fishing methods. Cod traps were introduced for the first time, and the Eskimos learned how to operate them so efficiently

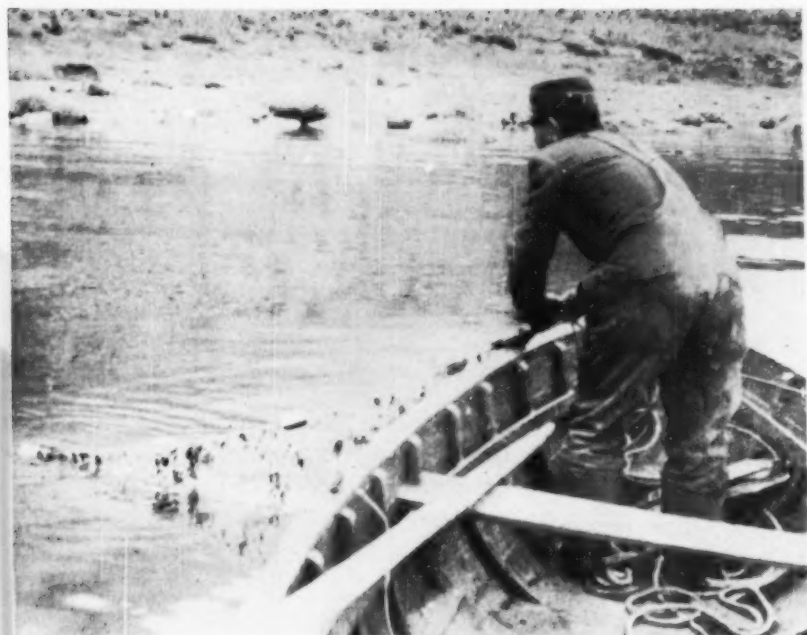
that, in the first four years that the plan was in operation, Eskimo earning power increased by 300%. The cod catch in 1943 was 2,000 quintals; five years later it was 9,000 quintals, valued at \$180,000. Trout, a negligible part of the 1942 catch, soon climbed to a position of importance second only to cod.

The Eskimos, naturally adept at learning anything which might prove of practical value, soon proved themselves just as good fishermen if not better ones than the Newfoundlanders who had been fishing with nets and traps all their lives.



For small fishing settlements too far from the main N.L.T.O. stations, the Government also operates small store boats, such as the "Miss Nain", to take supplies, at no extra cost, to the fishing folk.

The landing is not the easiest thing in the world for the store boat, which often must sidle up to the rocks for unloading . . . as it does here at the tiny settlement at Black Island.



Sometimes apathetic when it comes to book learning, the Labrador Eskimo displays a quick and agile mind when it comes to things for which he has immediate and practical use. He rapidly learned to handle the nets and lines that the N.L.T.O. brought him, and today he is considered a top-notch fisherman on the Labrador coast. Earning power increased tremendously when the government moved in.

Fish storage and salting sheds were erected to contain the fish until it could be sent south to market, and a fishery foreman was appointed for each place to inspect the catch and also serve in advisory capacity. Advice on fishing conditions along the coast was also obtained from Captain Joshua Windsor, and his son, Captain Earl Windsor, of the "Winifred Lee" which operates on government charter north of Hopedale.

First work on the Labrador project began, actually in 1936—eight years before the purchase of the Hudson's Bay posts. The Commission Government set up, that

year, a program of assistance for the coast with a double-barrelled purpose. That was to render assistance to the Newfoundland fishermen who were going in increasing numbers to the coast, and also to begin the rehabilitation of the Eskimos.

Today, the Eskimo doesn't go by kayak, but by motor boat—which he handles with the skill of a born mechanic. If there is any racial prejudice today, it is on the side of the Labrador Eskimos, who consider themselves the "In-nuit"—the People—and quite able to hold their own with any white man who ever came to their rocky land.

CANADA'S FIRST POLICEWOMAN

by RONALD J. COOKE



Dorothy Barnes hopes some day to take time off from her interesting job to visit her forebears in Newfoundland.

THE Dominion's first policewoman is a charming blonde known to the Westmount Police Force as Special Constable Dorothy Barnes and it is just eight years ago this fall that she took her present position. Since that time, many Canadian cities have added policewomen but Dot is unquestionably the first.

Although this 150-pound cop has never been to Newfoundland she has close attachments to the island as her forebears were born there and her dad, Robert Barnes, spent much of his youth at Ladle Cove, Fogo District.

Dorothy went to school in Montreal and was working at the Northern Electric in 1942 when she saw an advertisement in-

serted by the City of Westmount advertising for a policewoman.

"I have two brothers in police work, and my uncle and father are in the business, too," reports Miss Barnes, "so I suppose it was only natural that I should answer the ad."

From about 500 applicants, Miss Barnes was chosen and she has been at it ever since. Her qualifications are a thorough knowledge of French and English, an expertness at ju jitsu and a first-class shot with rifle or revolver. Her salary is close to \$3,000 a year and she works eight hours a day.

Currently her beat is patrolling the city's five parks and one of her main jobs is to hand out tickets to youths who ride their bikes on the park's grass, but occasionally her duties are a little more exciting than this. One day recently when she was off duty but still in uniform she was walking along the street when she heard a woman scream. A couple of purse-snatchers had taken the woman's bag and were heading toward Dorothy. She turned and faced them and they sped into a nearby lane. The lane was closed at one end and the policewoman hailed a cab and had the driver bring it into the lane so that the culprits escape was cut off. She held them in this position until a police car arrived.

Whistling at a Cop

It's hard to imagine anyone trying to flirt with a cop but Dorothy says that very often when she's walking down the street she

is the subject of wolf whistles. "Usually it's American car drivers, she reports. "They think the uniform stands for the Navy. I just show them my badge and they move on."

Not that Dorothy hasn't any romance in her soul. Matter of fact she's engaged to a plumber and it will be wedding bells as soon as he starts his own shop. "I think I'll keep on with the job," she says, "I like being out in the open air and policework certainly gives one that opportunity."

Dorothy is an ardent fisherwoman and she can cast a fly as well as any male who goes in for the sport. One of her ambitions is to go to Newfoundland and do some fishing. So far her vacations haven't been long enough to allow a sojourn to the island.

Talking about fish, one of the large pools in a Westmount park is well-stocked with goldfish because of Dorothy's hobby. She bought two baby goldfish in a dime store a year or so ago and placed them in a bowl in her front room. In six months they had grown so big that the bowl wouldn't hold them so she threw them in a 35 foot natural pool in the park. Within a few months the two had grown to about 300.

Since Dorothy took her job, the City of Montreal as well as other Canadian cities have added policewomen, but she is still the only female on the force in Westmount. One of her main jobs is searching female suspects and whenever the police catch a lady crook Dorothy is called in to do the searching.

If any female reader feels that

she might like a job as a policewoman she'll have to be content to do some night work. Every second week Dorothy works till 11 p.m. She doesn't punch a clock when she starts work or knocks off for the day. Instead she goes to a phone pole which has a signal box and reports in this way to the constable on duty.

She Trains Rookies

Right now the City of Westmount is using the parks as a place to train rookies, and Dorothy has at least one new constable under her wing at all times. She has spent spare hours studying police procedure and she knows her job as well as any policeman.

"It's strange," she says, "but when I have to make an arrest I never have any trouble. On many occasions I have told an offender to stay in a given spot while I phone for the wagon and when I get back he or she is always there. Maybe they think I was just kidding."

While she has a permit to carry a gun, and usually does, she seldom has to use it.

Police work has many advantages, claims Dorothy. She can ride free on street cars and busses and have her uniform cleaned without cost by a cleaner who performs this service gratis for anyone on Montreal's police force. The strange part of the job, she says is when she walks into a place where there are a gang of hoodlums hanging around. "Even though I may be off duty they disappear when they see the uniform."

It must be the uniform—because Dot is pretty enough to be in pictures.

In **NEW BRUNSWICK**



Recognizing the importance of New Brunswick, Weston's maintains its main Maritime sales branch at Moncton, for distributing Weston's English Quality Biscuits and Candies to the people of New Brunswick, Nova Scotia and Prince Edward Island.

FROM being a land of forests, lakes and streams, New Brunswick has developed into one of Canada's most important Maritime Provinces.

Through many years of growth, New Brunswick families have shown steady confidence in Weston's Quality products — as have hundreds of thousands of families in Canada's other nine provinces.

Weston's is proud of this confidence —and realizes that such confidence can only be maintained by constantly keeping its products up to the most exacting standards of its most valued customers.

"Always buy the best —
buy Weston's"

Weston's

GEORGE WESTON LIMITED

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CANADA

OCTOBER, 1950

35

Your Neighbor

**NEW
BRUNSWICK**

INVITES YOU

New Brunswick extends a warm invitation to the people of Newfoundland to visit and become better acquainted with us. Our interests and economic pursuits are parallel in many respects; and there is opportunity for a mutually satisfactory exchange of trade. There is an historic affinity in both our pasts. We have many other things in common including beauty of scenery and the charm of our respective vacationlands. As the future brings a greater volume of travel and commerce between us, it should also cement the ties that make Newfoundland and New Brunswick good neighbors . . . and good Canadians.



PROVINCE of NEW BRUNSWICK

Atlantic Guardian's
"KNOW YOUR NEIGHBOR" Series . . .



NEW BRUNSWICK



THE PREMIER
FREDERICTON

Although New Brunswick and Newfoundland have been united within the framework of Confederation for but a short period of time, it should not be forgotten that mutual ties and a natural affinity between the citizens of both provinces have for long been important factors in our understanding of each other.

I can, with confidence, speak on behalf of the citizens of the Province of New Brunswick when I state that it is their earnest hope that existing bonds of friendship and understanding will ever grow stronger.

Our two provinces have, indeed, many traditions in common and many problems of concern to both.


May we continue to work in harmony for the maintenance of those traditions and for the solution of our problems. From such cooperation not only ourselves but the other Atlantic Provinces, and the nation as a whole, will benefit.

JOHN B. MCNAIR, K.C.

Premier of New Brunswick

THIS IS NEW BRUNSWICK

HON. JOHN B. McNAIR
Premier of New Brunswick



DOWN where Canada meets the grey Atlantic is the compact little block of land which is the Province of New Brunswick. The dominant lines of its development as a part of Canada are summarized in its Coat-of-Arms. At the top of the shield a gold lion on a red ground betokens England and the King; while in the lower part is an ancient galley or ship which denotes the maritime character of the Province.

Something not reflected in the Coat-of-Arms, however, is the historic fact that here Englishmen and Frenchmen have combined their talents in a tolerance born of respect.

At first a dense forest covered all the great river valleys and came close about the shores of the

many lakes. There were spruce, balsam, white birch, yellow birch, maple, beech, cedar, jackpine, poplar and white pine.

For a long time the Indians (Micmacs and Maliseets) remained undisputed lords of this goodly hunting ground. They travelled in swift canoes on the bosoms of great rivers, caught fish with bone hooks in the numberless lakes and streams, made camp on the shores, and in the great forests hunted the moose, the deer and occasionally one another.

Then one day from over the great waters to the east came White Men. The Englishmen, John and Sebastian Cabot, touched the New Brunswick east coast in 1497. Next came the French explorer, Jacques Cartier, in the late summer of 1533.



Fishing Weir off the shore of Charlotte County, N. B. Fish are trapped in the netting at low tide.

Accurate history of the region begins with the coming of Samuel de Champlain and the Sieur de Monts in 1604. Entering the harbor of a mighty river on the feast of John the Baptist, June 24th, they gave the river the name of the Saint. The company afterward coasted southward and spent a disastrous winter on Dochet's Island. Now known as St. Croix Island, the tiny seven-acre plot was dedicated as a United States National Park in the summer of 1949.

There followed a century and a half of ill-defined grants made by the sovereigns of both England and France; and conflicting claims gave rise to bitter petty warfare. It was an era which hinged on coastal fisheries and fur trade, peopled by such colorful figures as Nicholas Denys, Charles de la

Tour, d'Aulnay Charnisay and the Chevalier Robineau de Villebon. There was intermittent warfare, too, between the French and their rivals who were colonizing the New England seaboard.

The great wars of the Old World were reflected in the changing fortunes of the New. In 1713 the Treaty of Utrecht ceded (the then) Acadia to England and, though the boundaries were vague and ill-defined, Acadia as surrendered by the French included all of present-day New Brunswick.

The destiny of the New World was decided on the soil of the Province in 1755. In the spring of that year an English force from Boston under Colonel Robert Monckton sailed northward to take Fort Beausejour on the Isthmus of Chignecto. The French garrison surrendered on June 18,

1755, after only a token defence. With the occupation of this remote post in Acadia by English troops, the curtain of history had risen on the Seven Years War in America. Its close by the Treaty of Paris in 1763 left England the undisputed master of a continent.

But only for twenty years. At the close of the War of Independence in 1783 many United Empire Loyalists emigrated to the continuing British Colonies. The first shiploads reached the mouth of the River St. John and the settlement growing about the harbor on May 18, 1783. Within the next year-and-a-half their total grew to something like 6,000 souls. The quick growth in population created the necessity for a local government. Accordingly in 1784 the erstwhile County of Sunbury was separated from Nova Scotia and erected into the Province of New Brunswick. The capital was to be at Fredericton.

On July 1, 1867, the Province of New Brunswick — along with Nova Scotia, Quebec and Ontario — pledged herself as a member of a Confederation vested with autonomous government and henceforth to be known as the Dominion of Canada.

Heritage of History

At the present time two principal centres are concerned with the collection and preservation of New Brunswick's historical record. These are the New Brunswick Museum opened at Saint John in 1934 and the Fort Beausejour Museum erected on the site of the ancient fortress near Sackville and opened to the public in August 1936. A new wing was opened and dedicated in August 1949 to house its rapidly expanding collection.

Unlike his red brother, the White Man early showed a pre-occupation with the soil and the things that were in it. This was especially true of "the water-deposited soils of the river valleys" which the geologists mention. The wooden ploughs of the Acadians early began the weary

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struggle with rock and root, the axes of the settlers to make clearings in the mighty stands of timber.

Today agriculture ranks with forest industries as a mainstay in the Provincial economy. Of a population of 490,000, about 70 per cent are rural dwellers and most of these turn to farming at least for seasonal occupation.

Potatoes, livestock, poultry and apples are the chief products.

Certain sections of the Province — notably the St. John valley from Woodstock to Edmundston, and parts of Gloucester County — are particularly adapted by soil and climate to potatoe growing. The Province enjoys a large ex-

port business in both seed and table stock. Principal export countries are the United States, Argentina, Uruguay and Brazil.

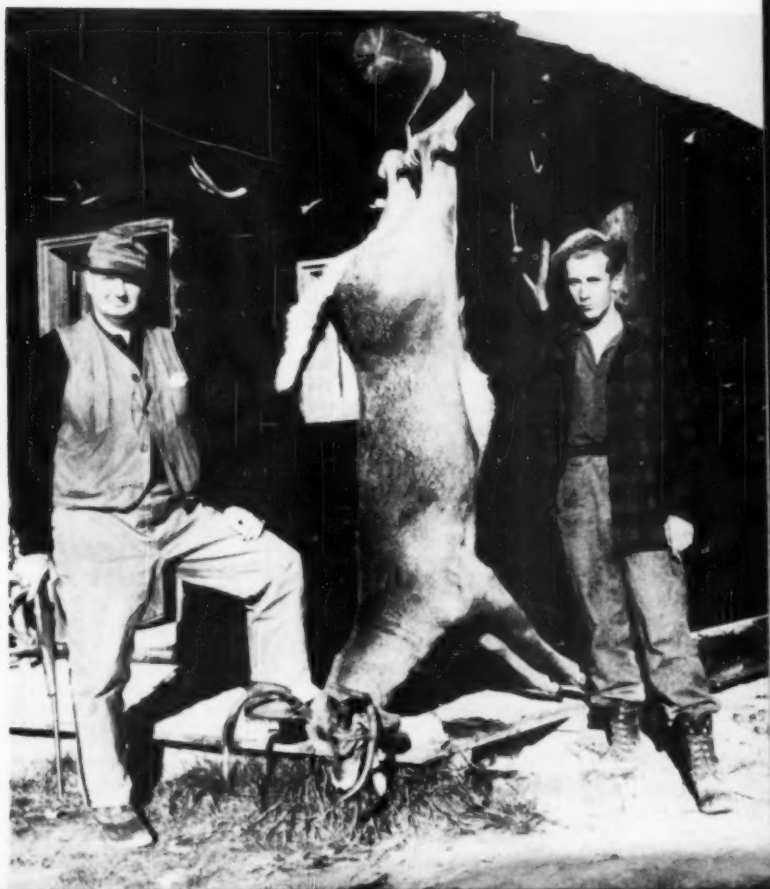
Dairying is the most important phase of the livestock industry and the output of butter amounts to some 10,000,000 pounds annually.

High grade table apples grown in the central part of the St. John valley enjoy a favorable reputation both on the domestic and foreign markets.

Fisheries Important

When John Cabot returned to England from the New World in 1497 he reported that there were "great schools of cod, and that

New Brunswick is famed for its Hunting and Fishing. Two hunters pose with a big buck deer.



the sea is covered with fish, which the sailors caught not merely in nets, but by lowering baskets with a stone attached, into the water, and hauling them up again full of fish."

He was writing about the great Gulf of St. Lawrence which washes the New Brunswick east coast and the words written in 1497 are still quite applicable today. For the Gulf of St. Lawrence on the east and the Bay of Fundy on the south have given an important commercial fishing industry to New Brunswick's coastal areas.

Staple product of the industry is the hardy cod and New Brunswick has enjoyed a profitable salt fish trade with the West Indies and Central America now for 150 years.

A great centre of the industry is the Caraquet-Shippegan area on the extreme northeast coast. Fleets of Diesel-powered draggers and trawlers operate from both these points. Most of the catch is

processed and canned at the Gorton-Pew plant at Caraquet.

A second important part of New Brunswick's commercial fishing industry hinges on the Islands of Deer, Campobello and Grand Manan in Passamaquoddy Bay, which washes the extreme southwestern coast of the Province. Principal varieties caught and shipped from this area are lobsters, oysters, clams, sardines and herring. The summer visitor to the islands will be fascinated by the "weir" fishing operations. A weir is a circular pen built near the shore in shallow water to entrap the fish at high tide.

Most of the sardine catch goes to more than a dozen canning plants in the neighborhood, including that of Connors Brothers at Black's Harbor, reputed to be the largest in the world.

Another picturesque industry common to the islands is the preparation of boneless smoked herring. Medium sized herring are salted two or three days, then



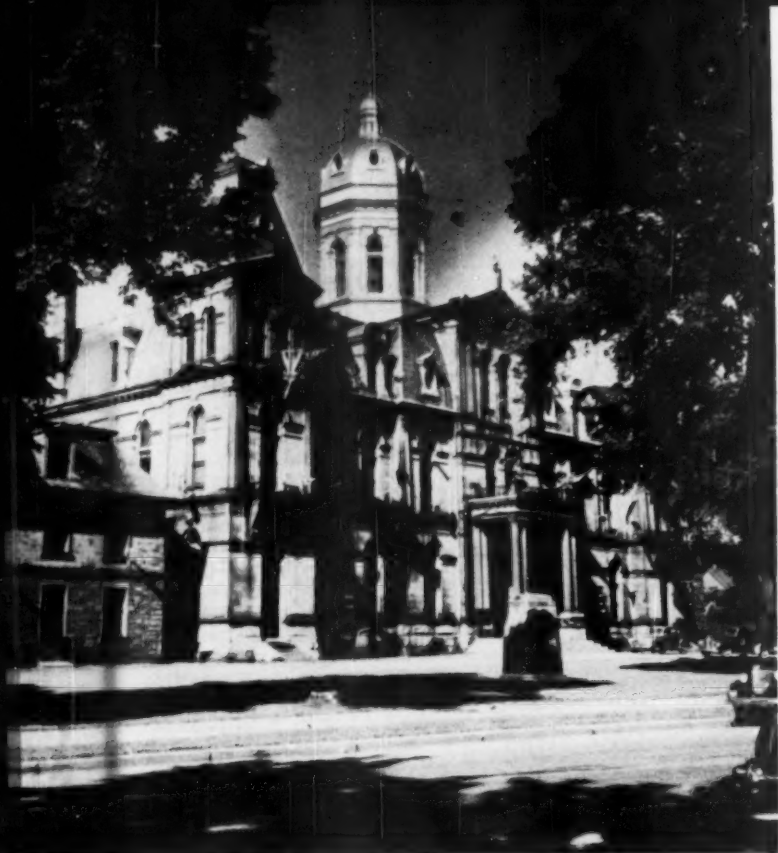
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The Parliament Buildings at Fredericton, capital of the province. The University of New Brunswick is also located here.

strung through the gills and hung in racks in smokehouses to be cured by fragrant smoke from two to three weeks.

In Kent County, back on the east coast the visitor may see oyster "farms". Extensive oyster beds in the area have been placed under control of the Federal Government. These undersea "farms" are leased in four-acre tracts to local residents who agree to use them solely to cultivate oysters and other molluscs.

Mining and Industry

The first coal to be mined on

the North American Continent was taken from the north shore of Grand Lake in central New Brunswick and sold in Massachusetts in 1639. Four years later Charles de la Tour engaged vessels in Boston to attack the fortress at the mouth of the St. John River, then held by his bitter rival, the Sieur d'Aulnay de Charnisay. The expedition succeeded in routing Charnisay and afterward one of the Boston vessels sailed up the St. John River, through the Jemseg and into Grand Lake. The cargo of coal which they took on went to heat

the residence of John Winthrop, then Governor of Massachusetts.

Three centuries later the coal mines in the Minto-Chipman area on the shores of Grand Lake are still doing business. Chief customers are the Canadian Pacific and the Canadian National Railways and the steam electric plants of the New Brunswick Electric Power Commission at nearby Newcastle Creek and at Chatham.

In the Province the non-metals form the most important group. In the Shippegan area of Gloucester County the digging of peat moss has become an important industry. Gypsum has been quarried at Hillsborough for many years. Petroleum and natural gas are taken from the Stony Creek field in Albert County. Other occurrences include antimony, diatomite, granite, graphite, limestone, manganese, oilshale, sand-

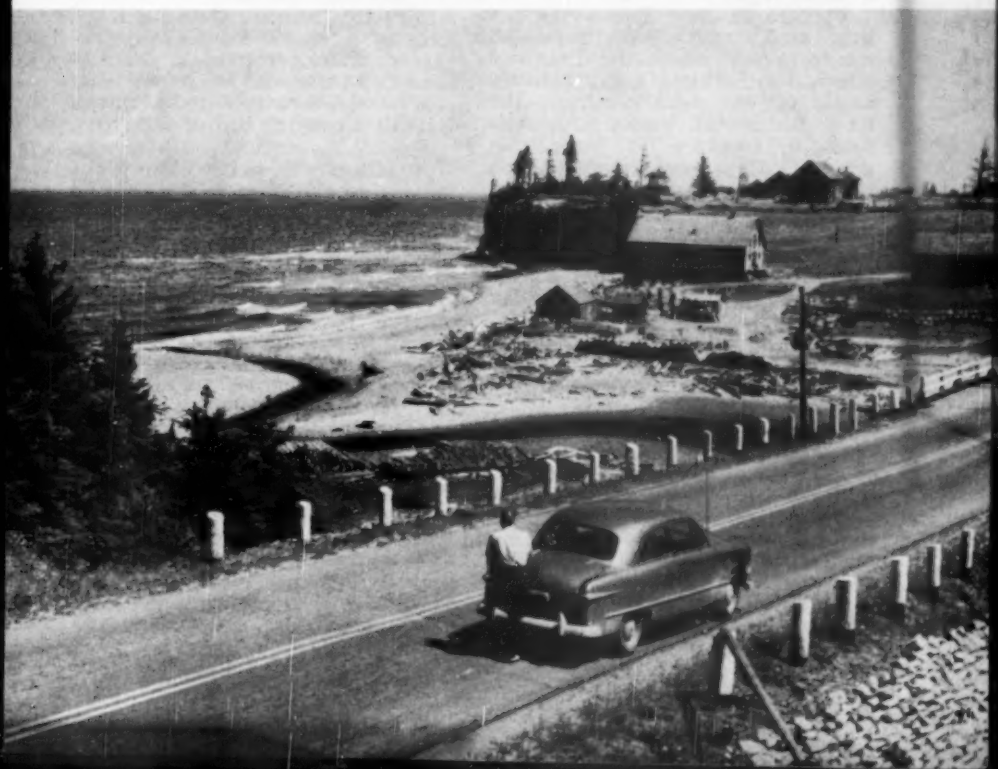
stone, pulpstone, grindstone and tungsten.

New Brunswick has a land area of approximately 18,000,000 acres and of this some 14,000,000 acres have a forest cover of merchantable trees. The division between Crown and granted lands is roughly half and half.

Throughout the second and third quarters of the nineteenth century the Province enjoyed an almost self-sufficient economy based primarily upon long lumber and the secondary industries which followed in its wake. The transition from long lumber cutting to pulp-and-paper during the past 60 years is regarded as the most significant economic change in the history of the Province.

At the present time the whole group of forest industries represent a total of almost \$115,000,000 in the annual Provincial economy. The operation of seven pulp-

A scenic view along the eastern coast of the Province. New Brunswick's paved highroads are excellent.



and-paper mills account for roughly 60 per cent of this figure; products of sawmills and wood-working plants, pulpwood, pitprops, ties, poles and firewood for most of the remainder.

Foundries at Sackville turn out stoves and general heating products which are shipped to all parts of the Dominion.

At Marysville, three miles from Fredericton, is the plant of Canadian Cottons Ltd., second largest scene of cotton manufacture in the country. The same company operates other mills at St. Stephen and Saint John.

Centre of the shoe manufacturing industry of the Maritime Provinces is Fredericton. Three plants turn out widely diversified lines of both dress shoes and sporting footwear.

Principal seaport of New Brunswick is Saint John. Harbor facilities here are particularly busy during the winter months. The largest drydock in the world is at Courtenay Bay, Saint John.

A Scenic Treasure

Visitors to New Brunswick are impressed with the diversified scenic appeal which the Province offers. Although comparatively small (27,985 square miles), the New Brunswick countryside unfolds a treasure of panoramic change. Here are popular beach resorts and quaint fishing villages along 600 miles of Atlantic coastline; the marches and lowlands of Queens County and the rock-girt lakes of Charlotte; quiet farmlands of the lower St. John valley and bolder rolling uplands toward the northwest; the densely wooded basin of the Miramichi and the mountainous ridges of the northern inland.

There is the urgency of Moncton, busy with the transportation of the Maritime Provinces and hub of Canadian National Railways Atlantic Region. There is the romance of a great port by the grey sea to be found amid the wharves and spires of old Saint John.

There is the dignity of a cap-

ital, inherited from Colonial days, pervading the trees and the architecture of Fredericton. Besides being the seat of Provincial Legislature, Fredericton is also the educational centre of the Province. The Arts Building of the University of New Brunswick (erected 1825-28) is the oldest University building now in use in Canada. Christ Church Cathedral (erected 1845-53), also at Fredericton, is accepted as the first new cathedral foundation on British soil since the Norman Conquest.

The impressions of the first visitors to New Brunswick's beaches are still stamped indelibly upon the locale where they rested. Feeling their way along the coasts of what is now New Brunswick after a tortuous crossing of the cold Atlantic in 1533, Jacques Cartier and his men entered at last a great bay where the waters were warm and sheltered and the golden sands were steeped in a summer sun. They raised the Cross and the Fleur de Lis and claimed the new land in the name of God and the King of France. Afterward, beneath the astonished gaze of a few Indians, they returned thanks for their deliverance from the cold uncharted seas and named their new-found haven Baie de Chaleur (Bay of warmth).

Seaside vacations along the New Brunswick north coast focus largely about Yougal Beach and Chaleur Beach near the Town of Bathurst. It is significant that another voyager, Rt. Hon. Louis St. Laurent, after piloting the ship of state over the stormy seas of the 1949 Federal campaign, found quietude, rest and recuperation here on the same warm coasts that were named by Jacques Cartier so long ago.

A chain of small resort towns dots the coast from Bathurst to Campbellton—Jacquet River, New Mills, Charlo, Dalhousie — all facing the beautiful Baie de Chaleur. Although the circumstances of their journey are nowadays much less hazardous, visitors to the warm sheltered coasts of the Baie de Chaleur still agree with the



The longest covered bridge in the world, situated at Hartland, N. B. It measures 1282 feet from end to end.

thinking of the explorers of old who gave the Bay its name.

Along the New Brunswick east coast the population is largely hospitable Acadian French folk. Across Northumberland Strait lies the bulk of Prince Edward Island, sheltering the New Brunswick coastline from the cold rough waters of the Gulf of St. Lawrence. Hence the waters of Northumberland Strait are safe for the smallest children, free from dangerous undertow, and of a temperature often several degrees warmer than that of resort waters hundreds of miles to the south. Well known east coast beaches include Shediac, Point du Chene and Belliveau Beach. At the first named place the Lobster Festival is becoming an annually-

awaited summer event.

Farther to the Northward are Cocagne, Buctouche and Richibucto; and in Miramichi Bay is Bay du Vin. All these are peaceful unspoiled villages where the sea bathing and scenic beauty are equalled only by the excellence of such native seafoods as oysters, lobsters and clams, all readily obtainable in season.

Continuing northward from Miramichi Bay are the fishing villages of Burnt Church, Neguac, Tabusintac, Tracadie and Pokemouche. In the extreme northeast are Shippegan and Caraquet, where an extensive commercial fishing industry adds variety to the scene. A colorful event in this district each year is the traditional blessing of the fishing fleet. On a

Sunday early in July the fishing craft of the entire district gather in one anchorage to receive the blessing, which is usually invoked by the Roman Catholic Bishop of Bathurst.

Bay of Fundy beaches include great stretches of hard white sand at New River and the fashionable resort of St. Andrews-by-the-Sea with its famed Algonquin Hotel and its springy golf courses.

East of Saint John are the enchanting coves and beaches at St. Martins and Alma. Here are quaint villages reminiscent of the great days of long lumber and wooden ships.

Out in Passamaquoddy Bay there are fine sandy beaches on the Islands of Deer, Campobello

and Grand Manan. Campobello has been the lone-time summer home of the Roosevelt family and the hardy island folk who remembered the boyhood of Franklin Delano Roosevelt were the first people in the world to raise a memorial to the late President of the United States. A simple cairn was unveiled on Campobello with fitting ceremonies on August 1, 1946.

At Hopewell Cape, on the upper reaches of the Bay of Fundy, are the curious rock formations known as the Sentinels and the Caves, hewn by nature through the slow and ceaseless erosion of red sandstone cliffs by the Fundy tides.

Also facing the upper waters of the Bay is New Brunswick's

Vacationers can enjoy golf on many fine New Brunswick courses. This one is in the Fundy National Park.



new Fundy National Park. Inland the Park area rolls away in a panorama of 80 square miles of rolling wooded hills, interspersed with lakes and streams which will delight the angler and camper. Facilities in the Park area include a nine-hole golf course, a swimming pool, tennis courts and bowling greens plus a trailer park and camp grounds.

A period of continuing industrial activity for the Province is indicated. Opening of new markets for lumber and orders from the United Kingdom have created a very active market for the supplies available. Demand for pulpwood is also heavy and the seven pulp-and-paper plants are operating near capacity.

Continued agricultural progress is being registered and seed grain growers are achieving national recognition for the high quality of grains grown. Plans are being developed by the Department of Agriculture to make available a comprehensive scientific soil conservation and analysis service which is expected to place agriculture on a firmer foundation than has been possible in the past.

Outlook for commercial fisheries remains good and the search for minerals is being intensified. Mineral production in 1949 had the highest valuation in the history of the Province.

A 20,000 h.p. hydro-electric generating plant has been recently commenced at the Tobique narrows near Perth. This development, intended to meet an increasing demand for both domestic and industrial power, is regarded as only an initial step in an expanding hydro programme for the Province.

Construction work, both public and private, is at present at a high level.

New Brunswick, with a great tradition behind it, is continuing to make steady progress. Each year finds it playing an ever more important part within the framework of Confederation.

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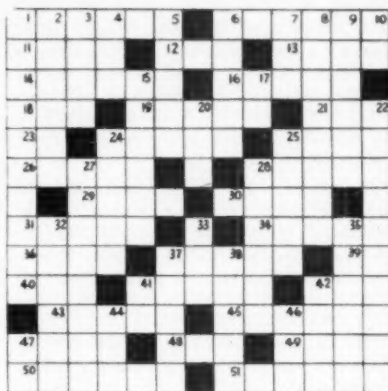
by TOM OSBORNE

CLUES ACROSS

1. "Any old port in a storm", said the Goose
6. Enough to say
11. Stern
12. Promissory note
13. Dimple
14. What the good housewife does before breakfast
16. Stuck up
- 18.
19. With all these new migratory bird laws you'd better not be caught robin any
21. Exclamation prompted by a sudden change in wind conditions
23. Father of the very young
24. Where was the Mariner who lost his bearings?
25. Opine
26. Caribou faun over her lichen
28. Rant and roar
29. Narrow-gauge railroader
30. Fat
31. Crooks will be cornered if they're not sharp enough to get around these angles
34. What Miss Teen usually calls her boy-friend after a very short acquaintance
36. Little Elias put his sail up backwards
37. Light blow
39. Forequarters of mutton
40. Senators Divulge Nothing (abbr.)
41. Sky-Pilot's hangar
42. Smallwood's Verbal Antics (abbr.)
43. Blackball
45. Cross between a cowpath and a bull-e-ward
47. Ould Oirish
48. Rub the brand newness off of
49. Over there—if you are
50. Prize
51. Every-minute all-day thing seen at the circus

CLUES DOWN

1. Great pride goes before . . .
2. Trap for loud-mouthed advertisements



3. It's level-headed and points the way to a strong union
4. M.D.'s
5. Who said there are no flies on anglers who get these?
6. That's all, brother
7. Famous Newfoundland love song
8. Remake
9. Unmaker
10. Mole-hill
15. Require
17. Blue-nosia
20. It's not speaking ill of the Dead to say this old salt is all wet
22. This bay isn't
24. Square measures
25. On the lookout
27. Piper
28. The fellow who had a luncheon date got stood up here
32. Wouldn't these queer ducks get you down?
33. Small vessel
35. Same as 11 Across
37. Plane used by surveyors who are on the level
38. Knaves with big ears
41. Mother Hen (abbr.)
42. Couldn't you trim the hide off youngsters who play this among your best flowers
44. Haw-Haw was not right. This is.
46. Reticence Hates Cashin (abbr.)
47. A couple of points east

(Solution on page 57)

ATLANTIC GUARDIAN

CAPTAIN COURAGEOUS

"The fierce wind moaned among the cliffs of rugged Labrador. The wild waves dashed with thunderous sound against the rock-bound shore. . ."

IT WAS October 9th, 1867, and one of the worst storms in the record was raging from Battle Harbour to Cape Harrigan. Hurricane winds, tremendous seas and cold weather were the backdrop against which a feat of heroism without equal was about to take place.

The hero of this tale is Captain William Jackman, native of Renew on the Southern Shore, brother to the celebrated Captain Arthur Jackman, great seal-killer and captain extraordinary. Captain Will happened to be at the Spotted Islands, about 75 miles north of Battle Harbour on the 9th of October, 1867.

At the height of the storm he left the shelter of the 'tilt' where he was staying, and walked out to the cliff-edge. He said after he did not know what caused him to do that, but it was providential that he went. For six hundred feet from shore a little schooner was aground and rapidly going to pieces.

The vessel was the "Sea Clipper." A day or so before she had started on the return voyage to Newfoundland, and while in thick weather at Indian Tickle cut down another vessel. The crew was rescued and when added to the "Sea Clipper's" own hands, made up a total of 27 persons, one of

them a woman.

No boat could live in the sea that was running but a strong swimmer might. Will Jackman was a splendid swimmer. Telling his companion to run back for ropes and help, Jackman plunged into the surf and swam to the wreck. He returned with a man on his shoulders and landing the survivor safely, went out again. By the time assistance arrived he had landed eleven men in the same fashion.

Now the rope was tied around his waist and with its help, he went back and forth between the wreck and the shore with fifteen more men. Twenty-six lives had been saved, and fifty-two passages through the waves had been accomplished.

Will Jackman thought his task was done, till the men spoke up and said that a dying woman lay in the cabin and could not be moved. "Living or dead," said Jackman, "I won't leave her there." The others told him he was risking his life unnecessarily, but he was adamant. He made his 53rd and 54th passage through the terrible rocks and breakers and, finding the woman in her berth, brought her to solid ground. She lived only long enough to thank him for his effort.

In time Captain Will Jackman was awarded the medal and diploma of the Royal Humane Society, which he is said to have given to his wife to put away and never referred to it again. This is

a typical example of the modesty of a truly courageous man. Also typical of the attitude of Newfoundlanders to the priority they put on all heroism that has to do with defeating the sea of its victims is the perhaps apocryphal remark put in the mouth of Will Jackman's father.

When he heard of his son's remarkable deed the old man is supposed to have said that he would never have forgiven the hero if he had not gone back for the dying woman.

It is fair comment to add that Captain Will Jackman's heroic deed shortened his life. No man, even a giant like Will Jackman, could perform such a superhuman task and not suffer ill effects. He died in 1877, at the age of forty, just when he was reaching his prime.



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OTTAWA TOPICS

by PHIL SHACKLETON

Newfoundlanders are turning up in nooks and crannies of the civil service all over the city. I met one recently whose name you won't find in the papers very often, but who fills one of those key positions through which the affairs of the nation are kept running.

He's Harold R. Pippy, a native of St. John's, now an administrative officer in the Patent and Copyright office of the Department of the Secretary of State. His duties are about as important as his title is lengthy.

His office administers three federal acts: the Patent Act, the Copyright Act, and the Trademark and Industrial Design Act. Pippy's work involves organization of the necessary staff of examiners and clerks to carry out the directions of the acts.

Or in plain words, he looks after patent and copyright affairs. If you design a new piece of machinery and take out a patent on it, your work will eventually arrive on his desk.

There's quite a similarity between this and the work Harold Pippy did with the Newfoundland government prior to confederation. In 1927 he started out in the office of the Colonial Secretary. Under Responsible Government, he moved to the Department of



A New Job for Harold Pippy

Home Affairs and Education, where as chief clerk he was second in rank to the deputy minister.

The responsibilities and duties which fell on him here were almost without end. But among them were patent and copyright administration, and when confederation came Pippy moved on to Ottawa and narrowed his interest to this field.

Now he heads a staff of patent examiners which, he is quick to point out, includes representatives from every other province.

The six foot plus administrator has become an Ottawan and maintains that after a year and a half here he can cope with the capital climate. He has, however, some unfond memories of winter and summer extremes.

The Pippy family has joined



Back on the Job — photographed as they arrived in Ottawa for the new session of Parliament, left to right, Senator V. P. Burke, W. J. Browne, M.P. (St. John's West), Senator A. B. Baird, M. MacLean, M.P. (Cape Breton).

Harold R. in Ottawa. Their elder boy is attending high school and the younger with his sister are in public school. Mrs. Pippy, the former Mary Mosdell, is a native of Port aux Basques and the daughter of R. Mosdell, who during the war was secretary of the Transportation Control Board of Newfoundland.

Mr. Pippy asked me if I had ever been to Newfoundland and when I said with regret that I hadn't, he began to tell me a little about the island. He showed me the collection of Newfoundland publications he keeps in his office,

Newfoundland's representative in the Cabinet, Hon. F. Gordon Bradley, Secretary of State, arrives in Ottawa by T.C.A. At left is L. T. Stick, M.P. (Trinity-Conception).



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leafing through them to quote statistics. "Here's something," he said, "that has always intrigued me. Over a hundred years ago, with a population of 20,000 the island imported 220,000 gallons of liquor a year".

I figured this out at 11 gallons per head, children included. Then I considered some of the Newfoundlanders I have met. The majority, I recalled, had been big men, with six feet no more than an average height. And the short ones had more than enough energy to make up for any lack in stature.

I wonder if there isn't some relationship in facts?

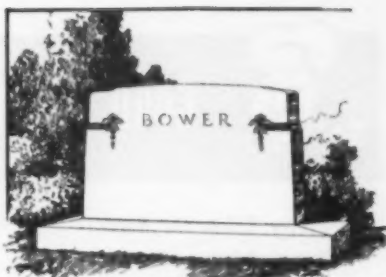
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Nutritional Advisor, Dept. of Health,
St. John's.

"CHILDREN of to-day will be the adults who must carry the responsibilities of to-morrow."

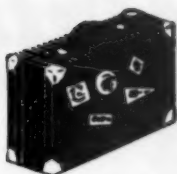
This statement has been made so many times that one is likely to regard it as "worn out." But no matter how often it is said or written, it can always bear repetition. It is a thought-provoking statement and demands a moment's meditation—the shoulders of the youth of today of Newfoundland or any other country must bear the responsibilities of tomorrow as adults. Those shoulders may be well-equipped or ill-equipped to meet the challenge of the future. But one thing is certain, the adults of to-day play a vital role in giving guidance and leadership and are therefore charged with a responsibility.

There are so many things that might be said about those preparatory years of childhood. It must be seen to, for instance, that the child gets an education and his environment is such as to help develop the sterling qualities of character; and surely one of the great prerequisites for sensible adult living is that he must be guided toward a state of good health, physically, mentally and socially.

It would seem that enough has

been said and written about the necessity of guarding the child's health physically, and many parents to-day do it to a lesser or greater extent. At least they do it for the first year. Mothers to-day seem to realize the importance of health and normal development during the first year of life, as is evidenced by the regularity with which more mothers take the baby to the doctor, nurse or a clinic. But unfortunately this enthusiasm seen during the first year wears off. By the second year a smaller number are weighed or examined regularly, and through the remainder of the pre-school period, even though the practice is advocated as a preventive measure, few parents see the necessity of adopting such a procedure.

From the standpoint of nutrition the first year is a most important period in the child's life, for this is the period when growth is very rapid and when dietary adaptations need to be made at frequent intervals. Strict attention to proper feeding is essential and more and more mothers seem to be conscious of this. Fewer babies are being fed for a whole year on milk alone for mothers seem to realize that although milk is the first food considered for the baby, he cannot be healthy if he is fed for nine months on milk alone. The milk must be supplemented with other foods, and con-



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sequently cod liver oil and orange juice are started by the end of the first month, cereal at three months and then egg yolk, sieved fruits and vegetables as baby gets older.

If adults are to be equipped with optimum nutrition and positive health, the foundations must be laid during the first years of life. However it is not enough that extreme care be taken merely during the first year, for the foundations laid during the first year must be protected and strengthened with good food habits and wholesome attitudes toward food through the pre-school, school and adolescent periods. Life is a continuous process, each period is dependent on the one that precedes it while preparing for the one that is to follow.

How well-fed are our children? No doubt children in Newfoundland eat enough food but this does

not necessarily mean that they are well-fed. The child who is well-fed gets enough of the foods which promote growth and maintain health.

Some will argue that too many families have not the money to provide enough of the essential foods. But is a liberal income the whole solution? How many deficiencies are due to too little money and how many the result of unwise spending of the income? Dietary surveys have shown that not all of the good diets are found in the higher income families and neither are all the poor diets found in those with less money to spend.

Too often children are allowed to develop poor food habits. In the following paragraphs we cite some examples where money can be unwisely spent and where poor



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habits are easily formed.

The abuse of Sweets

Sugar has received a bad reputation because its use has been abused. The lift which one often receives from sugar and sweets, even though the effect may be only temporary, gives a false sense of being well-fed after eating them.

Since sugar and other sweets contain little material for growing and health protection, and milk, vegetables, meat and fish are likely to be neglected after eating them in generous amounts, children who eat too much candy often become pale and anemic. Sweets also are thought to be one of the primary causes of tooth decay, both because of their immediate effect on the enamel of the teeth—sugars leave a carbohydrate scum on the teeth that unquestionably promotes dental decay—

and because they dull the appetite for the foods necessary to make and keep teeth sound. The child's teeth as well as his health may be endangered if he is allowed to eat excess candy and other sweets or if too much sugar is put on such food as fruit and cereals. Even a little sugar on cereal may soon grow into a harmful habit, for children seldom are content with a "sprinkle". They beg for more and more until the quantity used is often enough to destroy their taste for the cereal itself. As a result, too little cereal is eaten and the child does not get the nourishment he needs. Sugar is not abused when it is used in such dishes as custards and puddings. The very best way in which to take sugar, however, is in its natural form in such fruits as apples and oranges. Fruits have very aptly been called "Nature's Sugar

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Between-Meal Snacks

Between-meal snacks for children so often consist of sweets that some children get in the habit of nibbling during the morning and afternoon. These nibbles are dangerous and work in a vicious circle because they destroy the appetite for essential food at mealtime.

If between-meal snacks are given to children, care should be taken to see that the snack is a good one. The time the snack is given is also important. There should be at least an hour and a half between the snack and meal time. Pop (soft drinks) and candy are entirely unsuitable. Examples of foods appropriate to give for these between-meal snacks are—a glass of milk, bread and molasses, an orange, apple, or other fruit. Compared with the sweet foods, they have a higher health value and are cheaper. An orange or an apple is cheaper to buy than a bottle of pop.

Another point to remember in feeding children is that children are imitators and therefore it is much easier for children to develop a wholesome attitude toward food if parents set good examples. Children are keen observers and clever imitators. Even a gesture, or a facial expression which an older member of the family may use to show his disapproval of a certain food may cause a child to have the same reaction. Isn't it absurd to expect Tommy to enjoy vegetables and cereals when Daddy, his idol, says

"None of that grass or mush for me!" Why should only potatoes and turnip be served to the older members of the family (because they won't eat other vegetables) while Tommy is expected to eat a whole vegetable garden? Then there is the mother who offering the child cod liver oil, screws up her face, tells him to "swallow it quickly" and then seems quite surprised to see that the child screws up his face, too, and howls!

Children need foods which promote growth and maintain health. The following is a list of the food needed daily by growing children:

Milk—Children at least 1 pint.
Adolescents at least 1½ pints.

Fresh cow's or goat's milk, evaporated, skim, buttermilk and dry milk may be used. All provide important milk nutrients.

Fruit—One serving of citrus fruit, bakeapples or tomatoes, or their juices, fresh or canned, also another serving of fresh, canned or dried fruit, e.g. apples, berries dried prunes and apricots.

Vegetables—At least one serving of potatoes. At least two other vegetables, one being leafy green or yellow.

Eggs—At least 4 a week.

Meat, fish, poultry—One serving daily.

Cereals and Bread—One serving whole grain or enriched cereal.

Bread with butter or fortified margarine.

Children should have fish liver oil or its equivalent daily.

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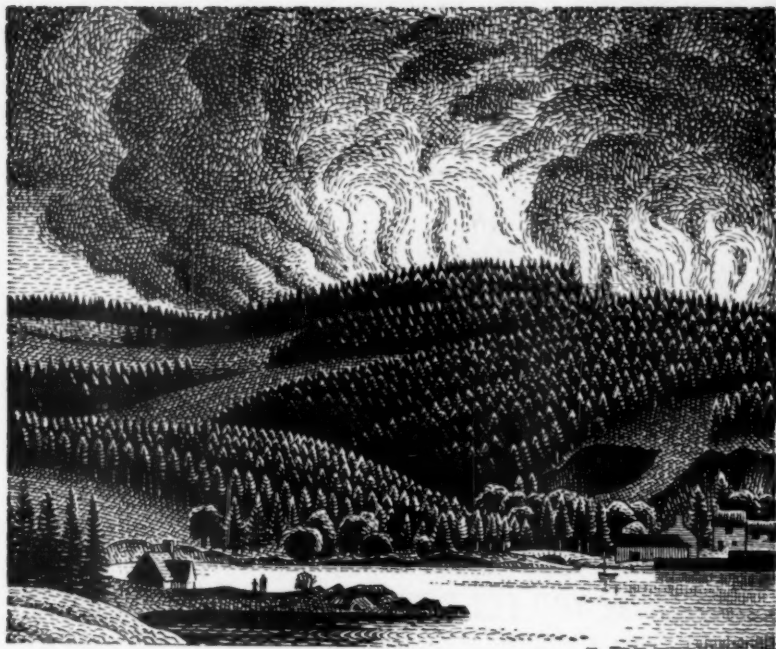
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